

The Sunday Mercury

No. 7183 號三十八百七千七

日四月十日十一年辰光

HONGKONG, WEDNESDAY, DECEMBER 15TH, 1880.

三年紀 號五十月二十英 港香

PRICE 82^{1/2} PER MONTH.

SHIPPING.

ARRIVALS.

December 14. ED. GRENSEER, British bark, 200t. Paquet, Whampoa 13th Dec. Baulard, LANDSTEINER & Co. December 14. KWANGTUNG, British steamer, 674t. Young, Foochow 10th Dec. Aug. 11th; and Swatow 10th General—D. LAPRAIK & Co. December 14. DALL, British steamer, 645t. J. THOMSON, BANGKOK 4th Dec. Rice and General—YUEN FAT HONG. December 14. GLENFALLOCH, British str. E. F. PARK, London 30th October, and Singapore 6th December. General—JARDINE, MAHON & Co. December 14. ALASKA, Gutian str. 78t. E. G. PLATT, SWATOW 10th Dec. General—SIENSSSEN & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE, DECEMBER 12TH.

Yutong, British steamer, for Swatow.

DEPARTURES.

December 13. MINAZORI, British steamer, for Shanghai. December 14. LADY DOUGLAS, British bark, for Whampoa. December 14. J. R. SPANHOPE, American bark, for New York. December 14. NAHOM, British str., for East Coast. December 14. DANUBE, British steamer, for Bangkok. December 14. SUNDA, British steamer, for Yokohama. December 14. GOLDEN RUSSET, British bark, for London.

PASSENGERS.

ARRIVED.
Per Kwangtung str., from East Coast—Mr. Dale, 1 European, and 14 Chinese, deck.
Per Glauchau str., from London, & Mr. Mathews and 34 Chinese.
Per Dale, str., from Hongkong—12 Chinese.
Per Atalanta, str., from Swatow—25 Chinese.
DEPARTED.
Per Nanking, str., for East Coast—3 European and 250 Chinese.
For Durban, str., for Hongkong—1 European and 250 Chinese.

TO DEPART.

The following passengers will depart to-day, at 4 p.m., per P. & C. steamer *Anton*—
From Hongkong to Singapore—Mr. and Mrs. Doughty, To Point de Galle—Captain and Mrs. Ashton, and S. W. Campbell. To Bombay—Mr. D. C. Mehta. To Southampton—Mrs. Howe and 2 children. From Shanghai to Brindisi—Lieutenant C. Stevenson, R.N. To Southampton—Captain the Hon. A. D. S. Denison, R.N., and Messrs. C. J. Hook and J. Sawyer. Per Yutong, str., for Swatow—100 Chinese.

REPORTS.

The German steamer *Albatros* left Nanking on the 13th instant, and had light North-westerly winds and fine weather.

The British steamer *Clarendon* reports left London on the 20th October, and Singapore on the 21st instant, and is sailing N.E. with very high N.W.W. sea and thick, rainy weather.

The British steamer *Dalat* reports left Bangkok on the 4th instant, but moderate Easterly winds and cloudy weather down the Gulf of Siam, then E.N.E. winds and clear weather to Cap Malacca, and then strong N.E. monsoon with high sea.

The British steamer *Keweenaw* reports left Foochow on the 10th instant, Arrived on the 11th, and Swatow on the 13th. From Foochow to Amoy fresh monsoon and fine weather. From Amoy to Swatow moderate monsoon and fine weather. From Swatow to Hongkong light variable winds and clear weather. From Hongkong to the Chinese coast, and the steamer *China* Name of the Nine Stars. In Foochow the steamer *Hainan*, *Chesapeake*, and *Gloucester*. The steamer *Fulton* left on the same day. In Swatow the steamship *Wenchow*, *Atalanta*, *Olympia*, *Observe*, *Brantley*, *Yeh-ki*, and *Theatrum*.

BANGKOK SHIPPING.

21. Merchant British bark, from Singapore. 21. Stanley, British bark, from Amoy. 22. Alida, German bark, from Singapore. 23. Kim S. Hoat, Siamese bark, from Amoy. 24. Giulia, Siamese bark, from Singapore. 25. Occident, German bark, from Amoy. 26. Evangelie, British str., from Singapore. 27. Consolation, British str., from Hongkong. 28. Advance, Siamese bark, from Ningpo. 29. Baugtik, Siamese str., from Singapore. 30. Durian, British str., from Singapore. 31. Karawang, British str., from Singapore. 32. Kedah, British str., from Penang. 33. Ban Y. Sen, Siamese str., from Singapore. November 20. DEPARTURES.

20. Durian, French bark, for Java. 21. Maratana, British steamer, for Singapore. 22. Prosperity, Siamese bark, for Singapore. 23. Faleon, Siamese bark, for Java. 24. Dorata, Siamese bark, for Java. 25. Foudre, British steamer, for Java. 26. Telegraph, Siamese bark, for Java. 27. Danube, British steamer, for Hongkong. 28. Vega, German ship, for Falmouth.

VEHICLES ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA. (For last Mail's Advice.)

Morochishu (s.), Japan Sept. 11
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VEHICLES EXPECTED AT HONGKONG. (Corrected to Date.)

Yale of Dan Antwerp June 6
Hotspur Hamburg June 6
Sobolus Cardiff July 14
Urania Cardiff Aug. 15
John Nicholson London Aug. 19
Papa Hamburg Aug. 30
Wife London Sept. 3
Colonel State New York Sept. 14
Cordisburg Manila Sept. 15
Cronus Shanghai Sept. 29
Sardou (s.) China Sept. 29
Peron (s.) Shanghai Oct. 3
Lothair Manila Oct. 4
Lydia (s.) Manila Oct. 5
Marie Magdalene Manila Oct. 5
Glenys (s.) Hongkong Oct. 6
Womys Castle Singapore Oct. 16
Diana (s.) Manila Oct. 17
Cordisburg Singapore Oct. 18
Cronus Singapore Oct. 21
Sardou (s.) China Oct. 24
Diana Manila Oct. 26
Aillberry (s.) Foochow Oct. 26
Peru Hongkong Nov. 1
London Castle (s.) Foochow Nov. 2
Vessels expected at Hongkong.

NOTICE.

THE Undersigned Firm has been established in Hongkong for more than THIRTY YEARS, and has never had a branch established anywhere. All Orders for Goods have been executed under our own supervision and the materials used.

We have always enjoyed the patronage and confidence of the Gentlemen and Merchants of Hongkong and Foreign, and are now we are as well as the other firms lately been engaged in the *Shantung* *Homeland*, our Customers may be misled and induced to it is intended with ours.

Accordingly we give notice that we have no connection with ANY OTHER FIRM, and to specifically ask our Customers and the Public to pay particular attention to our Address, given below, and our Chop, which is stamped on all our Goods, and without which none are genuine.

SUN SHING. Fancy Goods and Silks Shop, 02, QUEEN'S ROAD CENTRAL, Opposite the former site of the Chartered Bank. Hongkong, 9th April, 1880. [617]

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID UP CAPITAL 5,000,000 of Dollars.

RESERVE FUND 1,000,000 of Dollars.

NOTICE.

THE JOHANN NICOLAUS GOOSMANN

IS AUTHORIZED TO SIGN BILLS OF LADING

in our Name.

MELCHERS & Co.

Hongkong, 29th November, 1880. [1m189]

NOTICES OF BILLS.

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M. E. JOHANN NICOLAUS GOOSMANN

IS AUTHORIZED TO SIGN BILLS OF LADING

in our Name.

MELCHERS & Co.

Hongkong, 29th November, 1880. [1m189]

NOTICE.

WE HAVE AUTHORIZED MR. E. NEST REN-

HELL TO SIGN OUR FIRM.

COARE, LIND & Co.

Canton, 20th November, 1880. [1m184]

NOTICE.

CHIEF MANAGER.

Hongkong—THOMAS JACKSON, Esq.,

MANAGER.

Shanghai—EDWARD CAMERON, Esq.

London BANKERS—LONDON & COUNTY BANK.

NOTICE.

HONGKONG—INTEREST ALLOWED.

ON CURRENT, DEPOSIT ACCOUNTS AT THE RATE OF 2 PER CENT. ON THE DAILY BALANCE.

ON FIXED DEPOSITS—

FOR 3 MONTHS 3% PER ANNUM.

FOR 6 MONTHS 4% PER ANNUM.

FOR 12 MONTHS 5% PER ANNUM.

NOTICE.

THE DWELLING HOUSES, NO. 31,

WALNUTTON STREET,

ROOMS IN CLUB CHAMBERS, SUITABLE FOR

OFFICES OR CHAMBERS.

NOTICE.

D. LAPRAIK & Co.

Hongkong, 3rd December, 1880. [1m182]

NOTICE.

TO BE LET.

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NOTICE.

Power arose out of the piracy of the *Anna* some three or four years ago, and it does not seem likely to answer with Russia, but evasion and artifice are due to the Chinese official, and he will always employ them if possible. But surely cunning cannot be expected to match the astuteness of the *Munivette*, who can safely be trusted to speedily fathom the shallow designs of the mandarins. The new American Treaty, as described, has been yielded for some occult reason, which may, perhaps be more apparent later on.

THE SURVEY OF THE CHINA SEAS.

The Chinese Government have, through their real and supposed inactivity and foolishness, managed to get a great deal done for them by the foreigners they affect so much to despise. Indeed it would be difficult to estimate the amount of the indeftness of the Central Government at Peking to England and France. At the close of the last war, the payment of the indemnity was made easy to the Authorities at Peking, and the establishment of the Imperial Maritime Customs under foreign direction proved the source of a large and regular revenue that otherwise would never have reached the Imperial coffers. It was by foreign aid that the terrible and devastating Taiping Rebellion was at last suppressed, and internal peace restored to the distracted Empire. It was due to the efforts, long continued and chiefly uninterested, of the British gunboats that piracy has been almost extinguished along the coast of China, and native craft now enjoy security from dangers unknown in any previous period of Chinese history. It is mainly, if not entirely, through the insidious surveying by the vessels of the British Squadron in these seas, that so much comparative innocence from danger is experienced by the maritime. This work has been voluntarily undertaken by the British Government, chiefly, of course, because British commercial interests in China are, to vast, and British merchandises are, involved in the trade so numerous. And while the British steamers and sailing craft and a practical monopoly of the coasting trade there was certainly some reason for the surveying being done by British gunboats. Now, however, the case is different. Chinese steamers run constantly along the coast, and it is only right that the Chinese Government should undertake the work that properly belongs to them. They levy tonnage dues on foreign shipping entering the Treaty ports, and this money is supposed to be—and should be—spent in lighting, buoying, and patrolling the coast. A good number of lights, beacons, and buoys have, it is only fair to say, been erected or laid under the superintendence of the Maritime Customs Department, but it cannot be pretended that the whole amount of the tonnage dues has been thus expended. The work of surveying the coast should be included with that of lighting, &c. The Chinese Government possess sufficient gunboats for the purpose, and could obtain the services of men competent for the work. The surveying vessels might also be employed to keep the marks indicating the depth of water in the shoaling and constantly shifting channels of some of the rivers corrected, so that they may not deprive us of inspecting mariners. The Customs Department might also publish charts corrected to date. The Chinese are greatly interested in surveying unknown dangers discovered and marked, for some of the fleet of the China Merchants' Company may come to grief on a rock or sand bank, the existence of which might have been revealed by persistent surveying. Although very much has been done towards rendering navigation in the China Seas less hazardous, a great deal yet remains to be done. No better illustration of the fact could be afforded than the striking of the *Wesley*, Captain Smith, a present warden to the *Kung-wo*, who was to tow her up to Canton. On the 26th November, however, she has been running between Shanghai and Hankow and intervening ports, in conjunction with the *Fitzroy* and *W. Cores de Vries*, who have been busily employed for some time past. In giving any reader a fair idea of the collision, it is necessary to say that the Chinese *Kung-wo* was on her voyage down from Hankow, and the *Wesley* was going on the Yangtze, the two steamers came into collision at about a quarter-past six in the morning of Friday last, in what is commonly called the Two-Fathoms Creek. The *Kung-wo* commenced running last evening, Misses Jardine, Matheson & Co., Agents for the *Wesley*, owned by Mr. MacBain, were in Shanghai. The *Wesley* is too small for the traffic for which she intended, so he had her considerably altered, and for a while she ran between Hongkong and Canton. Of late, however, she has been running between Shanghai and Hankow and intervening ports, at the uppermost head of Two-Fathoms Creek, where the water is very sharp. The *Wesley* filled so fast that although a great number of the Chinese passengers succeeded in arriving safely on shore, it is feared that between 30 and 40 have been drowned.

It has been given to understand that the *Kung-wo* after striking lay on an inclined bank with her bow to the west, with nearly five fathoms at the stern, three fathoms at the bow, and 13 fathoms at the stern. Everything was lost, and the principal of whom was the *Wesley*, at about 20 miles distant, there is no knowing what might have occurred, as various fates have taken place on shore between the Chinese *wo* and the shore *edges*. Labor.

To-day, at 4 p.m., the *Hawkins* passed down the river, graced with troops for the North, and as she was ordered to make no stoppages, we considered it unsafe to wait. The work of the day consisted in landing all cargo salvaged from the vessel, but this was of a very raw nature, and little was done, the coolies having refused to work without extra pay. About 24 hours, in charge of Captain Smith. On board the steamer were Mr. Gilbert, the chief engineer of the *Wesley*, and Mr. MacLean, the chief officer of the *Kung-wo*. The *Wesley* is also to be sent up to the scene of the wreck, and the *Hawkins*, built at Kukang, is to bring down the river by the 5th. *Cores de Vries* on her return journey from Hankow, it is anticipated, will attempt to bring up the *Wesley* on the 10th, and will be in the vicinity of the *Kung-wo* on the 12th.

WUHUA, 26th November.

The *W. Cores de Vries* left Hankow at four o'clock on Thursday afternoon, in a north-west wind, with Misses Jardine, Matheson & Co.'s hull and a cargo boat in tow. On the following afternoon, at about half-past four she arrived at Wuhan, doing the distance of 10 miles in 24 hours, in charge of Captain Smith. On board the steamer were Mr. Gilbert, the chief engineer of the *Wesley*, and Mr. MacLean, the chief officer of the *Kung-wo*. The *Wesley* is also to be sent up to the scene of the wreck, and the *Hawkins*, built at Kukang, is to bring down the river by the 5th. *Cores de Vries* on her return journey from Hankow, it is anticipated, will attempt to bring up the *Wesley* on the 10th, and will be in the vicinity of the *Kung-wo* on the 12th.

THE EFFECTS OF OPIUM SMOKING.

So much has been written about the evils of opium smoking that it is only right, in the *anti-alien* party principle, that a testimony in favour of the habit should be given due publicity. In Formosa, the consumption of the drug is very large indeed, relatively to the population. In 1879 there was an increase in the import at Tamsui of 150 piculs over that of the preceding year, and this was no re-export. At Takow the quantity of the drug imported also exceeded that of any previous year by 219 piculs. Mr. A. Morgan, Assistant in Charge of the Customs at Takow, in his report on the trade of port for last year, says:—“Opium smoking is as prevalent in this part of Formosa as at a very much larger development of the population cannot reasonably be expected, unless the population increases rapidly or extensive emigration occurs. As far as I can judge from the few observations I have been able to make, the rate of consumption per head of the population must stand very high; and it is not surprising that such should be the case when we consider both the slight amount of aliment taken by the ordinary Chinese labourer, and the absence of nearly all other forms of relaxation. A craving for stimulant and creation is the natural result of the hard work, uncomfortable dwellings, and general life of the ordinary Chinaman, and opium is the drug in which they are most readily obtained.” In Formosa, if anywhere, it would be sought, the alleged baneful effects of the habit would be most conspicuously apparent, for we find Mr. Morgan recording the following opinion as the result of his experience in a district where the drug is so extensively禁ished. “I am not,” says that gentleman, “of those who consider opium to be an unmixed evil in China, and can to sweep away by legislation. You can now make a man an abstainer from sum by legislation, but you can never make a sober by the same means; and an opinion that, used in moderation, the drug is not prejudicial to health, especially when the smoker is a man subject to a mitigation of the abuse of the drug, will be found to be more generous food, more comfortable dwellings, other means of recreation, and a better condition of life generally.”

It is the testimony of a perfectly impartial man, and it might, we are confident, be admitted and confirmed by scores of men who have had equal opportunity of seeing. The real truth of the matter is that opium smoking is only injurious where the smoker denies himself the proper supply of food in order to secure the enjoyment of the pipe; just as in the case of the drunkard, the stimulant can supply the nourishment food would give, and its voluntary thus becomes a victim to his own weakness and folly. Of the two, however, opium is less harmful than alcohol, and certainly produces less misery and infinitely less crime. If half the zeal were only expended upon the drink question in the great cities of the United Kingdom by the Anglo-Chinese Society that they waste in attempts to meddle with the opium trade, much less good might be effected. Chinese visiting England and witnessing the disgraceful scenes that nightly occur around the gin-palaces in London, or reading the statistics of crimes committed under the influence of drink, might well ask the Anti-Opium agitators to pull the beam out of their eyes before seeking to extract the opium note from Chinesesopias. Charity, however, does not always begin at home, and nowhere is this more signalized than in the United Kingdom. While there are tens of thousands of children in the towns and cities there growing up in worse than heathenism, the Missionary Societies are sending out, at great expense, preachers and teachers to the remote corners of the earth to propagate the doctrines of Christianity; and similarly while there are regions of their fellow countrymen influenced by a more hateful vice, the Anti-Opium Society devote all their energies in endeavouring to demonstrate that India ought not to supply an article of luxury to China because its use is sometimes abused. The Anglo-Saxon drunkard is no doubt a less interesting individual than the Chinese opium-smoker, because he is better known, but similarly with the latter would an indiscriminate display of much of the sympathy which has been wasted upon him.

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THE COLLISION ON THE YANGTSE.

CHINCHING, 23rd November.

In connection with the information on the Yangtze, we have endeavoured to give as much information, and wish to be as impartial as possible. The circumstances in connection with the disaster are fresh in the memory of our readers. The steamers *Kung-wo*, Captain Fox, and the *Wesley*, Captain *Fitzroy*, came into collision, as the former had been constructed to form a kind of ferry between the *wo* and the shore.

The *Wesley* around appears monotonous.

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seen to the west of the *Wesley*.

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